



Thank you for the invitation to be here today. It's an exciting time to be a DOT Team member. We're engineers and we love to fix things. We've got a plan and we're ready to deliver.

The Roads Bill that was just passed by the General Assembly is a piece of landmark legislation and will put us on the right path to begin the long process of turning our road system around.

I am here today to provide you some insight and information on our plan and what to expect over the next 10 years as we begin the long process of transforming our road system.



## The Gaps

For the past several years, we have been trying to solve our infrastructure puzzle. Engineers are problem solvers, but this is one puzzle that could not be solved without fixing the imbalance of running the 4<sup>th</sup> largest state highway system on 1987 dollars.

Some of the biggest challenges we have with the existing system are:

DEADLY ROADS

STRUCTURALLY DEFICIENT BRIDGES

MUCH NEEDED ROAD WIDENINGS

POOR PAVEMENT CONDITIONS





Here are the indicators for those 4 pieces of the puzzle.

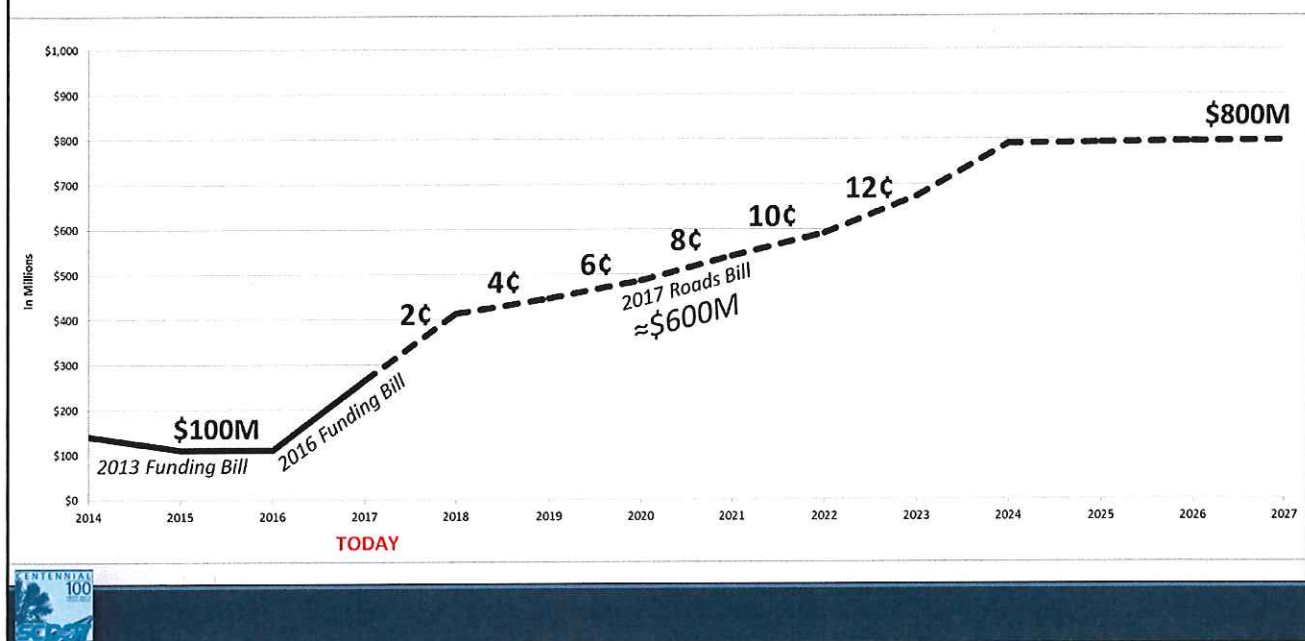
**DEADLY ROADS:** We have the highest fatality rate in the Nation. PERIOD. About 1000 people are dying on our roads annually. The major roads in our rural areas are some of the deadliest roads we have.....higher travel speeds combined with deferred maintenance and upgrade of the roads has been a recipe for disaster.

**STRUCTURALLY DEFICIENT BRIDGES:** As of June 1, 2017, SC has 750 bridges that have structural concerns. Now, don't worry.....if a bridge is not safe, we will close it to traffic. However, there is a subset of this 750 that we are closely monitoring and have restricted the type of traffic that uses them....we call them load-restricted. There are about 315 of these types of bridges across the state. You have seen these bridges in your community....school buses, garbage trucks and fire trucks have to go around them due to the restrictions.

**MUCH NEEDED ROAD WIDENINGS:** We are at least 10 years behind on our widening projects. These projects are VERY expensive and the DOT has simply not been able to keep up with the pace of growth of our Great State.

**POOR PAVEMENT CONDITIONS:** 80% of our pavements need fixing. This has been the single largest area of underinvestment over the past 3 decades and it shows..... We have potholes galore. As a matter of fact, more than half of our pavements have decayed so much that they need to be completely rebuilt from the foundation up. This is an \$11 Billion problem for SC.

### 3 Infusions of Funding to the DOT

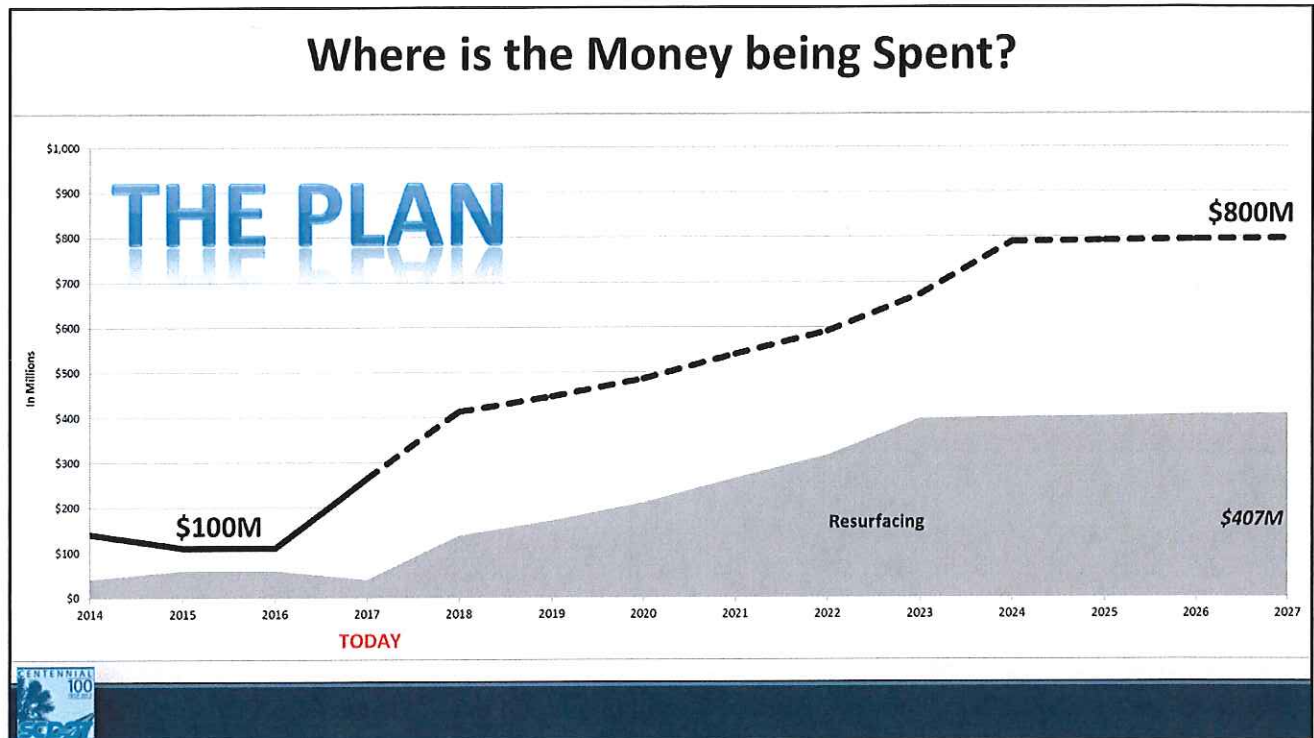


Over the past several legislative sessions, the General Assembly has passed 3 separate measures relating to road funding for DOT. I'm sure you've heard all kinds of numbers thrown around about DOT funding. Here are the facts:

Prior to the passage of the Roads Bill, the General Assembly has increased SCDOT's funding by about \$200 Million annually. At full implementation, the 2017 Roads Bill will add about another \$600M for South Carolina's infrastructure. The gas tax is increased by 2 cents a year, beginning July 2017, and continues to increase by 2 cents a year for the next 6 years for a total of 12 cents by July 2022.

Combining that increase with prior years' funding efforts, means that the General Assembly has set in motion a plan to incrementally increase DOT's funding over the next 6 years....eventually growing our investment in roads and bridges by \$800M annually.





Here is the plan for the use of the funding. The largest funding gap we have had in the past 3 decades has been on resurfacing. The result has been crumbling roads, especially over the past 5 years.

As a matter of fact, currently ONLY about 20% of our pavements are in Good Condition. 80% need some kind of repair, with many needing complete reconstruction. The hole we have dug for ourselves on pavements is \$11 Billion deep. That's Billion, with a B.

Because of this great need, we are dedicating half of the new funding to fixing our pavements. It will be a slow, incremental increase over a 6 year period to match our ability to ramp up with our road contractor and material suppliers' ability to grow. At full implementation, we will be whittling away at this \$11 Billion problem with \$407 Million annually from the new funding.

Simple math tells you that it will take a long time to completely fix the pavements. It has taken 3 decades to create this situation and it will not be fixed over night.

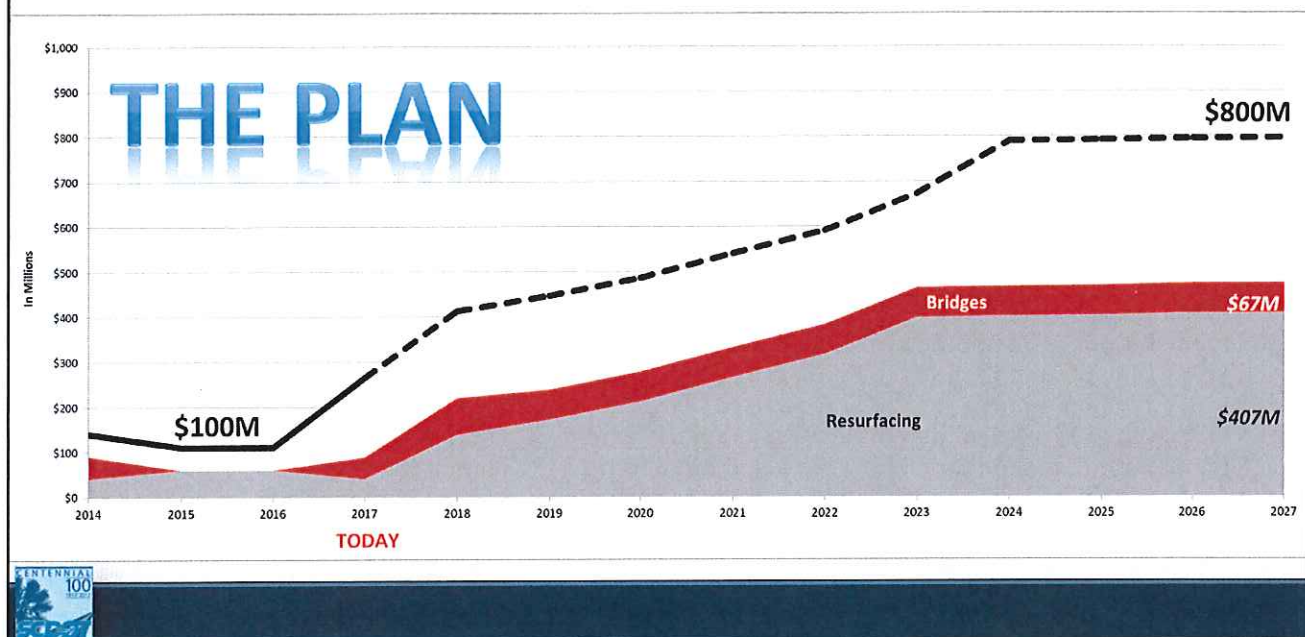
We will prioritize our spending to ensure that our major routes and longer two lane roads in our urban and rural communities are improved first. Low traffic roads will take longer to see a turnaround.

SC has the 4<sup>th</sup> largest state-maintained system in the Nation, at 41,000 miles.

20,000 + miles of which are neighborhood streets.

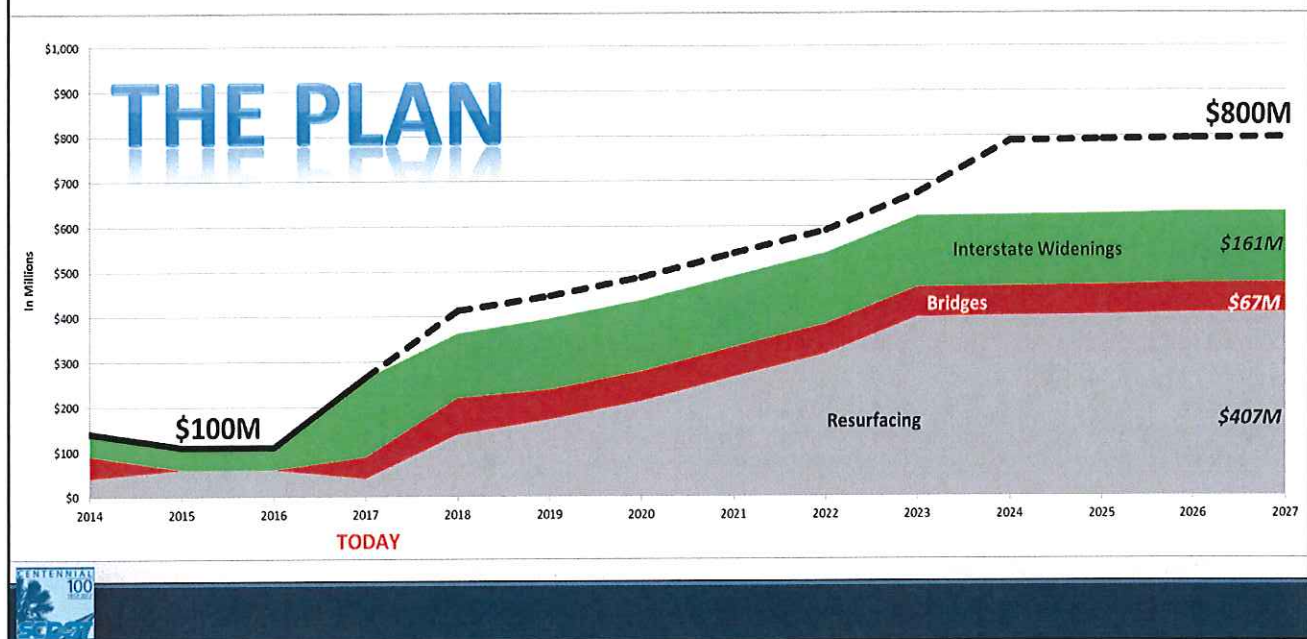
SCDOT has more miles of neighborhood streets in our inventory than the entire transportation systems in 42 other states.

## Where is the Money being Spent?



Following the investment in resurfacing, we will continue the bridge program first envisioned by the General Assembly in 2013. Our intent is to address 465 or 2/3<sup>rd</sup>s of those 750 structurally deficient bridges we talked about earlier. Over the next 10 years, we intend to specifically target the load-restricted ones in order to try to completely eliminate this problem for our citizens and businesses.

## Where is the Money being Spent?

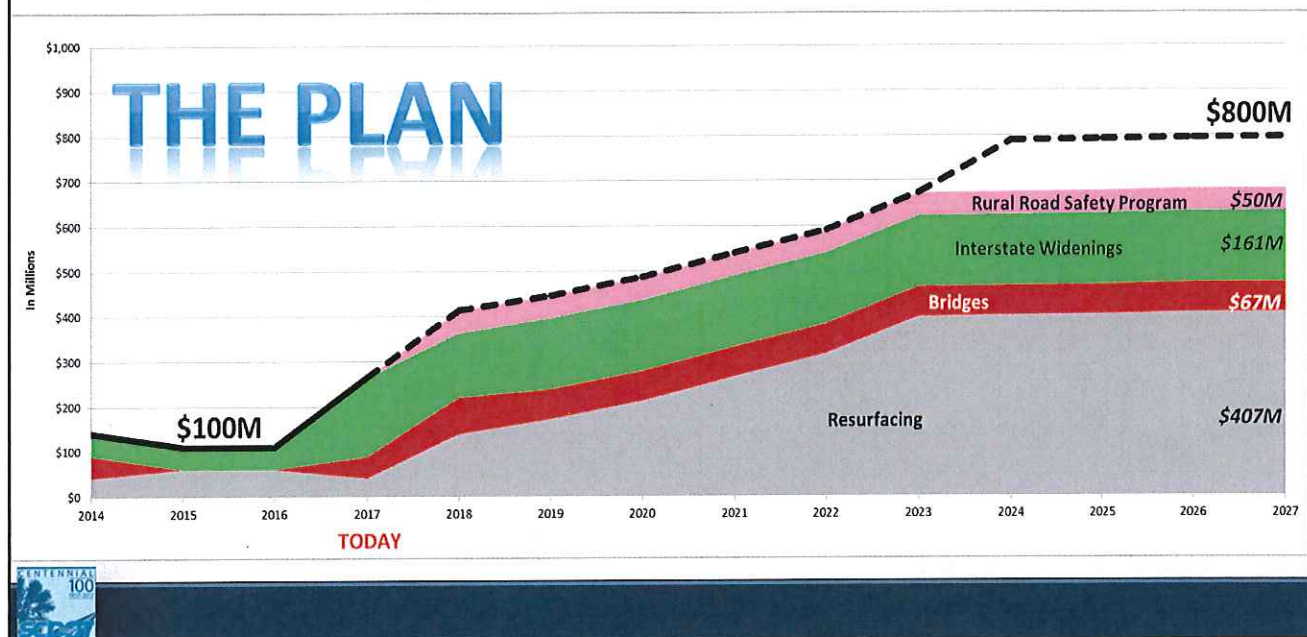


We will also continue the interstate widening programs that were laid out in 2013 and 2016.

This aggressive plan will leverage these funds by issuing bonds and combine these resources with our federal funds. The Net result will be nearly \$5 Billion worth of work on 140 miles of our interstate system.

While this funding will address many of the 10 year old needs on the Interstate system, it will not address all of the interstate needs.

## Where is the Money being Spent?



The Roads Bill will enable SCDOT to start a Rural Roads Safety Program.

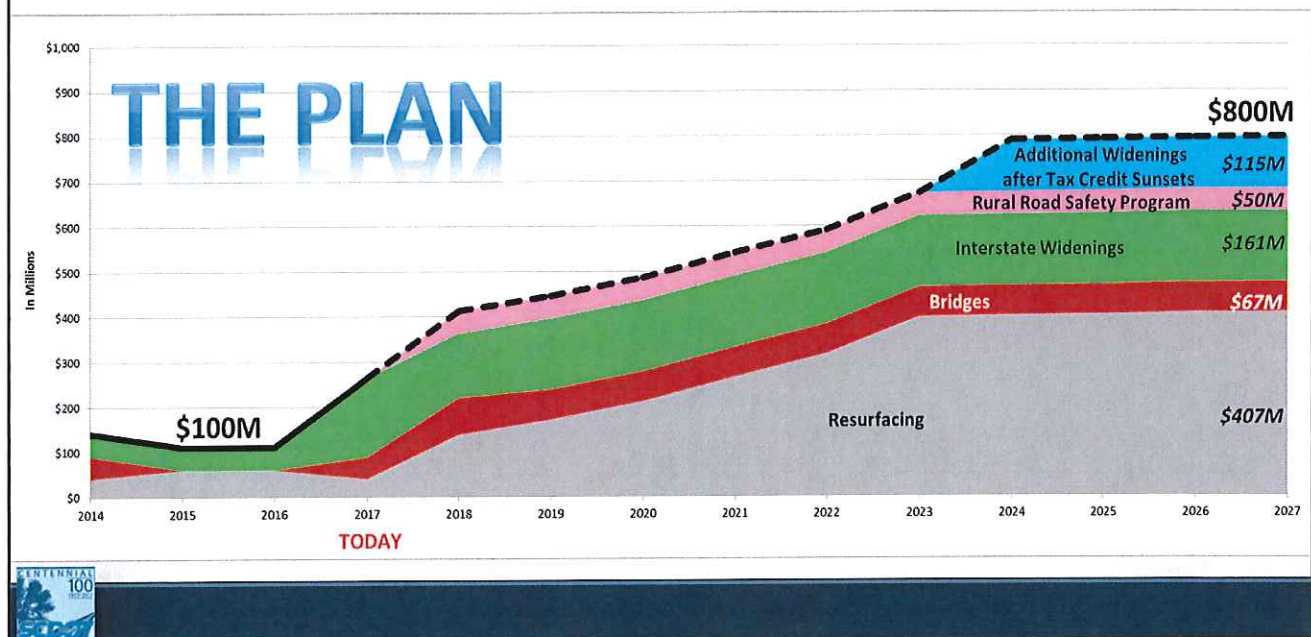
SC's fatality rate is the highest in the nation. This program has been designed to target the worst of the worst roads in our state. 30% of our fatalities and serious injuries are happening on just 5% of our network.

This \$50 Million annual investment will enable us to begin to reclaim the safety features on the major roads that connect our communities together.

Widened shoulders, rumble strips, signing, paint, moving ditches back, removing fixed objects next to the pavements and resurfacing if needed would be the tools in the tool box for this work. Each road will receive a tailored approach, this is not a one-size-fits-all approach as we recognize that some roads have scenic characteristics that are important to the local community.

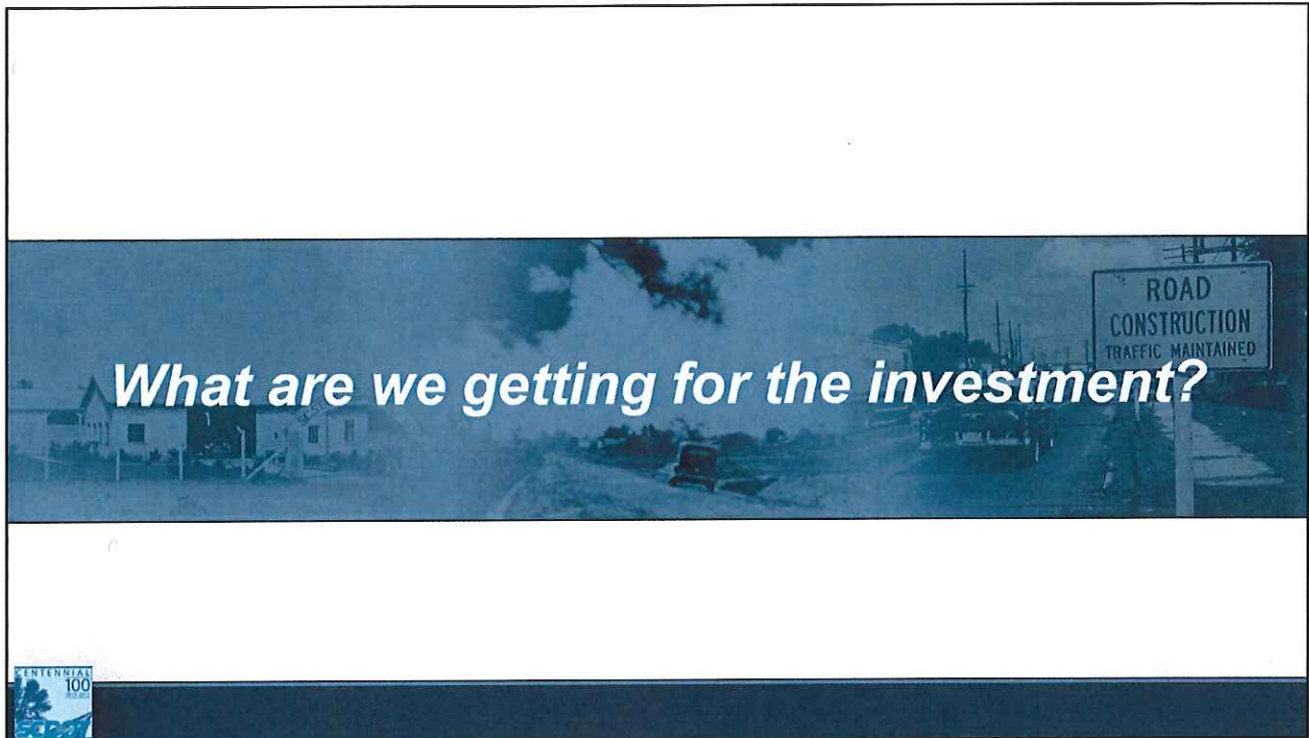


## Where is the Money being Spent?



Finally, in six years, it is expected that the Safety Maintenance Tax Credit will sunset, which would return approximately \$115 Million back to Roads.

Our recommendation would be to add additional widening projects that enhance the movement of freight in our state to our current program. The widening of the rest of I-26 from Charleston to Columbia and I-95 at the Georgia line will be dependent on the tax credit sunsetting and those funds returning to the DOT.



Now we've talked about the revenue side, let's talk about the results side.

Secretary Hall and the DOT Commission have moved the agency to embrace performance and asset management philosophies. This means tying investment levels to a desired outcome of the condition and performance of our transportation system. Targets have been established and the entire organization is aligned to achieve those targets in a cohesive manner. It is also designed to effectively manage and hold accountable the agency to achieving the targets outlined with the precious resources entrusted to the state's lead transportation agency.

So, let's look at what to expect over the next 10 years.



At a high level, this is what to expect for our network. Working counter-clockwise...

In 10 years, we should have been able to address the safety needs on more than 1000 miles of the worst of the worst rural roads.

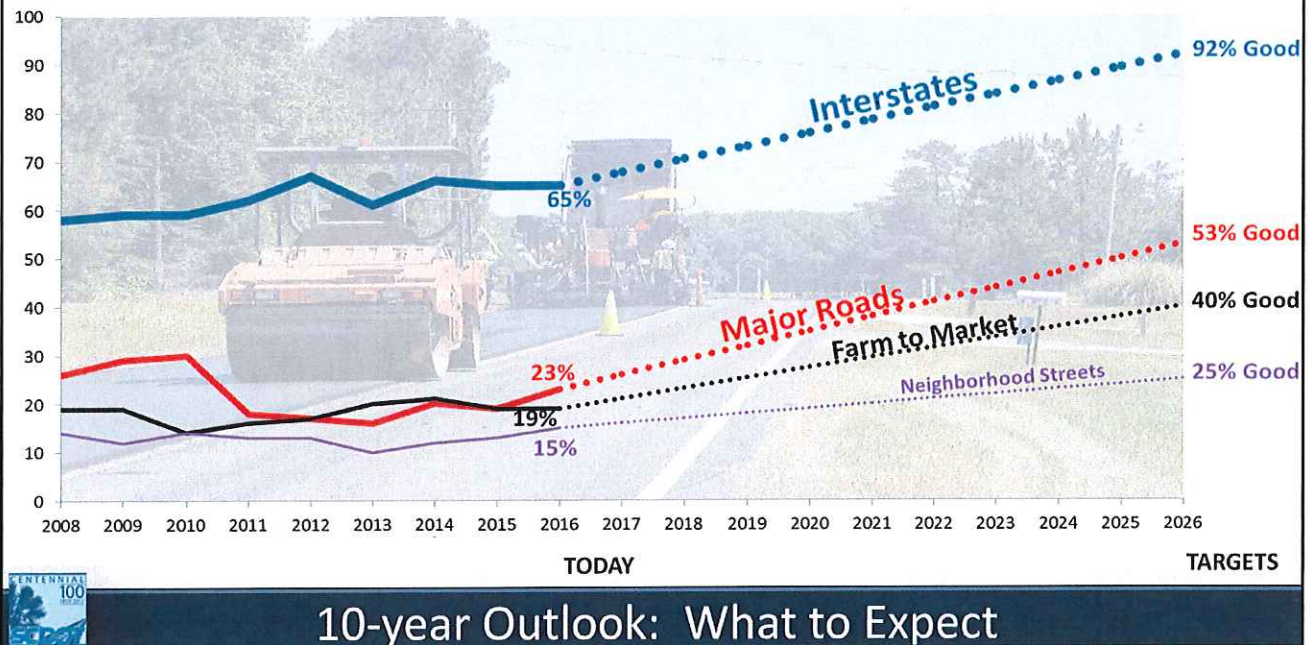
465 structurally deficient bridges should be replaced, including 400 load-restricted bridges. This downward trend will continue in years 11 and beyond.

140 miles of Interstate are being worked on. This includes 3 of our biggest pinch-points for the movement of freight across our state: I385/85 in Greenville, I26/526 in Charleston and our single largest project in our history, the interchange rework for Malfunction Junction in Columbia.

And Finally, Pavement Conditions will have improved all across the state. We will have been able to reverse the decay and make good progress towards restoring our network. I mentioned to you earlier that this was the single largest area of need on our system and we were going to commit half of the new funding to it. So, let's take a closer look at pavements...



## Resurfacing Investment: Pavement conditions will improve



This is the detailed view of our historical and predicted Pavement Conditions trendlines.

After the new funding is fully phased in 6 years from now, we will be able to double our investment in resurfacing from today's levels. Unfortunately, because we have allowed so many of our roads to decay to the point of needing complete rebuilding from the foundation up, the costs to repair are steep and it will take time.

About 2/3 of our interstates are considered to have good pavement conditions today. With this new infusion of funding, we are predicting that by 2026, 90% of our interstate pavements will be in good condition.

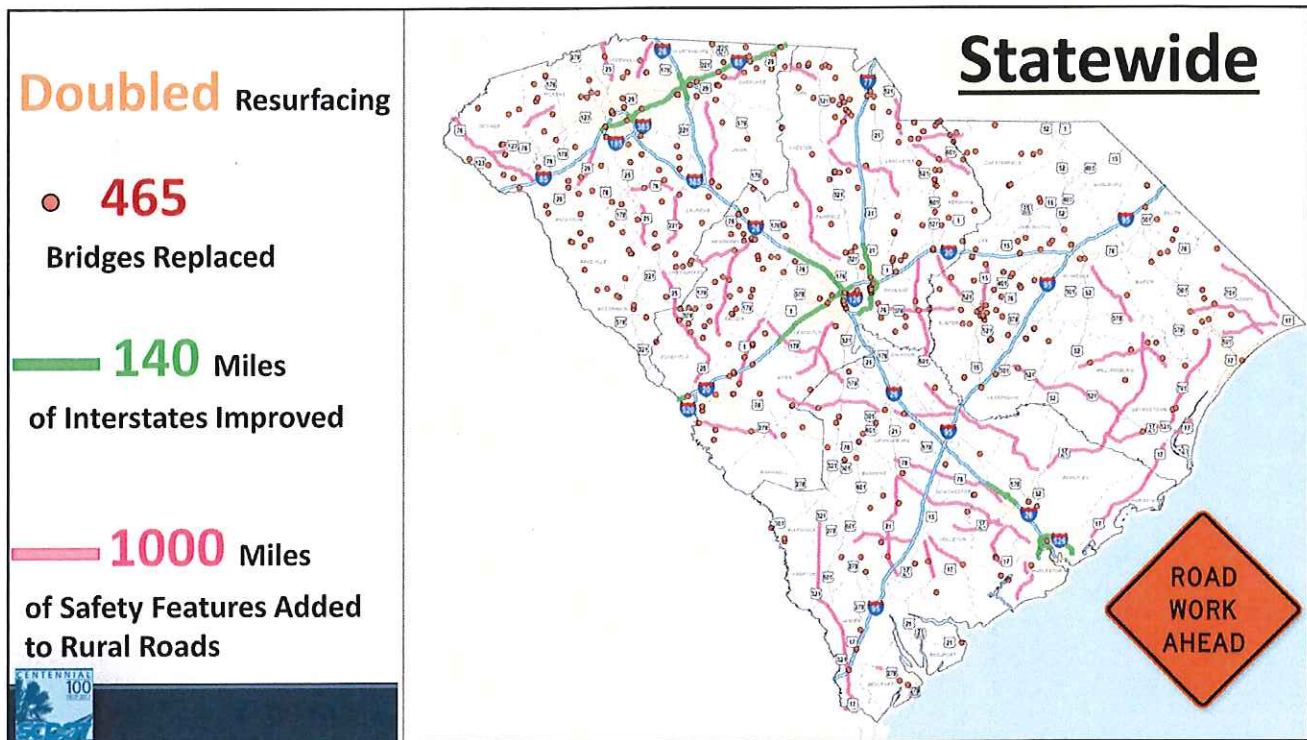
Our highest priority on pavement side is to address the major routes in our urban and rural areas, these are the roads that has a US or SC shield on them (like US 25 or SC 41). This is the network referred to by the Secretary of Transportation as in a state of crisis. It carries almost half of all of our traffic daily and serves as the arteries of our transportation network all across the state. Today, more than  $\frac{3}{4}$  of this network needs repairs. Our target is to have at least half of the system to a state of Good Condition in 10 years.

Our farm to market secondary roads, are predicted to double in percent good to 40%.

Similar improvements are expected for the state-owned neighborhood streets.

Our pavements are expected to continue to improve in years 11 and beyond to the tune of

about 2-3% a year. It will take us about 2 decades to completely restore the network.



Here is a map of the interstate widenings, bridge replacements and Rural Road Safety Projects we are tackling statewide with the new funding.

All counties in our state should see a gradual increase in the number of roads resurfaced annually. Again, this is a giant hole we are having to climb out of and it will be incremental progress. Most of our network will see a near doubling of % Good pavements over the next 10 years, with another 10 years needed to finish closing the gap.

Statewide, we expect to replace 465 structurally deficient bridges.

Widen 140 miles of our interstates in and around our urban areas in the Lowcountry, Midlands and Upstate. Some of these much-needed projects had been stalled for the past decade or longer. Thanks to the General Assembly, we can finally start work on the I-26 / I-20 / I-126 interchange, also known as Malfunction Junction, in the center of our state. This single project alone is expected to cost \$1.5 Billion and will be our most expensive project we have ever undertaken.

Some notable interstate segments that are missing are the I-95 corridor and connecting the widening of I-26 between Charleston and Columbia. What is our plan for that? Being able to fund additional widening projects will be dependent on the Safety Maintenance Tax Credit sunseting 6 years from now, which would return approximately \$115 Million back to Roads.

And finally, we will tackle 1000 miles of the deadliest rural roads in our state.



Our Goal is to be able to say again "See the Best State on the Best Roads".

## **What to expect in your region**



Only present your relevant region. Hide the slides for the other 3 regions.

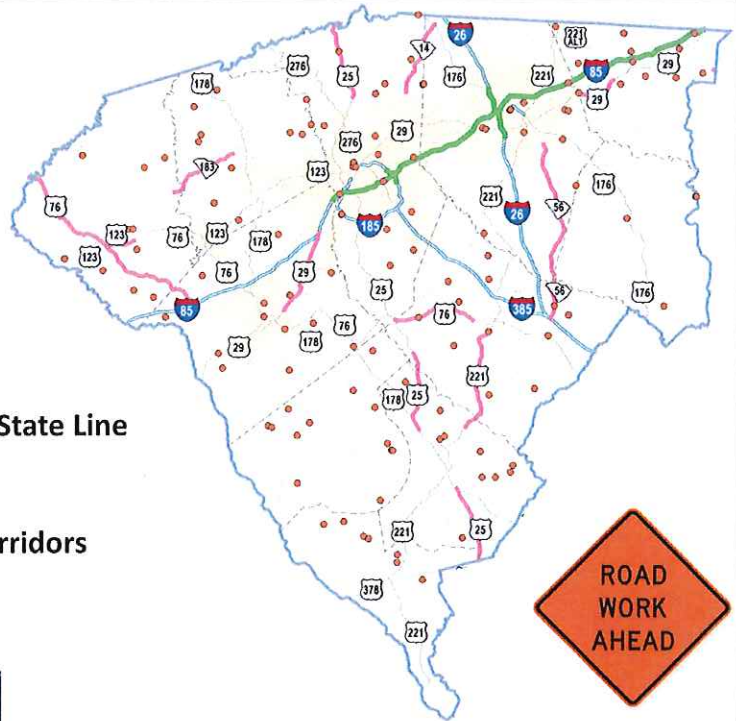
# Upstate

**Doubled** Resurfacing

**132** Bridges Replaced

**I-85** Widened from Greenville to NC State Line

Safety Features added to **12** Deadly Corridors



Now let's take a closer look at this region. For the Upstate, we are planning to tackle 12 of the worst-of-the-worst corridors when it comes to highway safety. These routes are well-known in the community as problem areas and these will be our top priority to correct with tailored solutions for each of the individual corridors. We plan to tackle these projects in 10 mile segments.

We are also expecting to widen a significant portion of the I-85 corridor. The only 4 lane section remaining will be the 19 miles at the Georgia line. Everything else will be widened and modernized to accommodate the movement of people and goods along our most heavily travelled interstate corridor in the state.

A significant number of bridges in the rural areas of the Upstate will also be replaced.

Our resurfacing program will double over time. There will be many of these projects underway or planned to begin each year. We follow a ranking process for resurfacing our roads and select projects from that ranking list annually based on available funding.

To get up to date information or to ask a specific road question, please visit our website or contact our call center at 1-855-GO-SCDOT.



# Midlands

**Doubled** Resurfacing

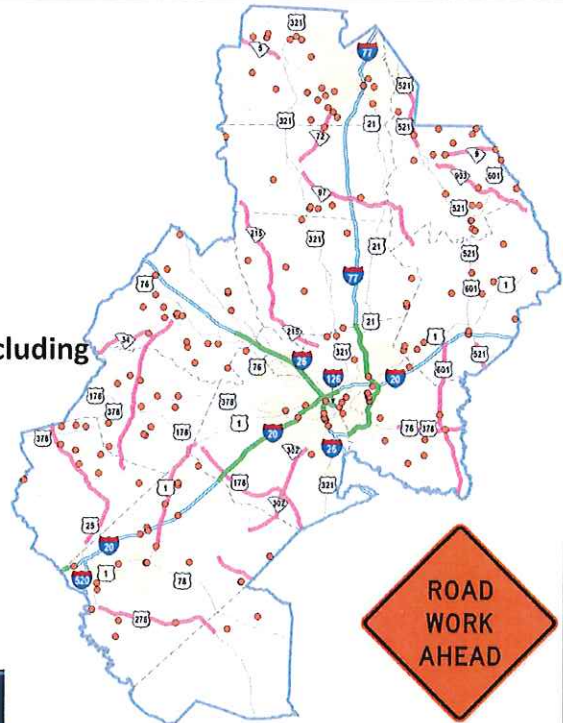
**181** Bridges Replaced

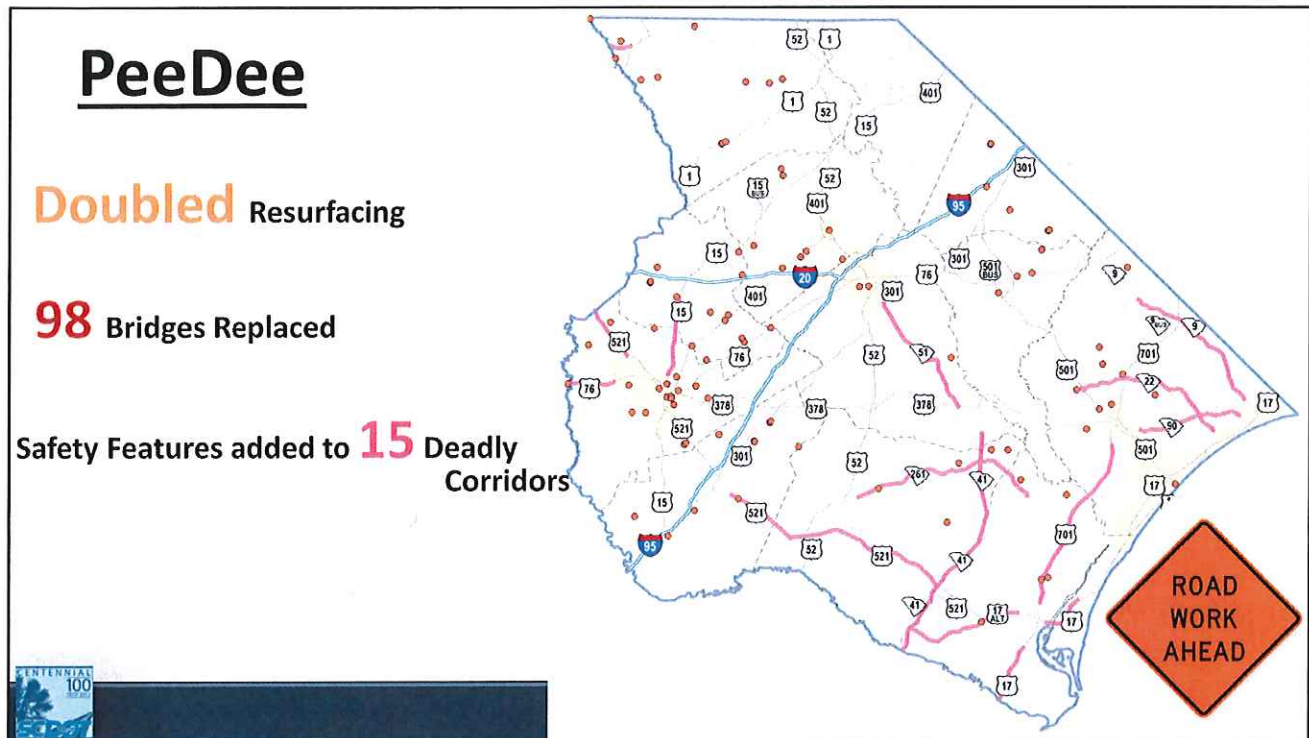
**Interstate System** around Columbia, including

**Malfunction Junction** improved.

**I-20** at the Georgia Line widened.

Safety Features added to **18** Deadly Corridors





Now let's take a closer look at this region. For the Pee Dee Region, we are planning to tackle 15 of the worst-of-the-worst corridors when it comes to highway safety. These routes are well-known in the community as problem areas and these will be our top priority to correct with tailored solutions for each of the individual corridors. We plan to tackle these projects in 10 mile segments.

A significant number of bridges in the rural areas of the Pee Dee will also be replaced.

And our resurfacing program will double over time. There will be many of these projects underway or planned to begin each year. We follow a ranking process for resurfacing our roads and select projects from that ranking list annually based on available funding.

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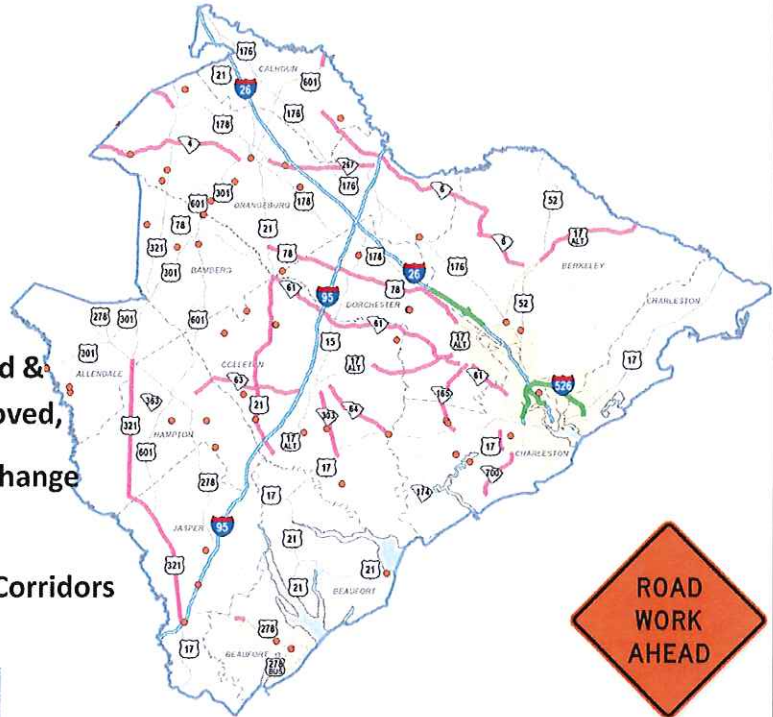
# Lowcountry

**Doubled** Resurfacing

**54** Bridges Replaced

**Interstate System** around & leading into the Charleston area improved, including the **I-526/I-26** interchange

Safety Features added to **18** Deadly Corridors



Now let's take a closer look at this region. For the Lowcountry, we are planning to tackle 18 of the worst-of-the-worst corridors when it comes to highway safety. These routes are well-known in the community as problem areas and these will be our top priority to correct with tailored solutions for each individual corridor. We plan to tackle these projects in 10 mile segments.

We are also expecting to widen or improve a significant number of the interstates leading into and around Charleston. Nearly all of the I-526 loop is planned to be widened and the I-526 / I-26 Interchange finally upgraded. The widening of I-26 north of Charleston will also be extended by another 12 Miles inland. Additional interstate widenings such as the widening of I-26 to close the gap between Columbia and the widening of I-95 will be dependent on the Safety Maintenance Tax Credit sunseting in 6 years, which will return an estimated \$115M annually to the DOT.

54 bridges in the rural areas of the lowcountry will also be replaced.

Our resurfacing program will double over time. There will be many of these projects underway or planned to begin each year. We follow a ranking process for resurfacing our roads and select projects from that ranking list annually based on available funding.

To get up to date information or to ask a specific road question, please visit our website or contact our call center at 1-855-GO-SCDOT.



[www.scdot.org](http://www.scdot.org)

**SCDOT Public Involvement Portal**

**Office of Planning Public Involvement**  
Make Public Comments on

**Current Projects**  
Find information about projects that are currently under development.

**Project Viewer**  
Interactive mapping application that contains information about projects that are in various stages of

**Public Meeting Calendar**  
Find information about upcoming public meetings in your region.

**ROAD WORK AHEAD**

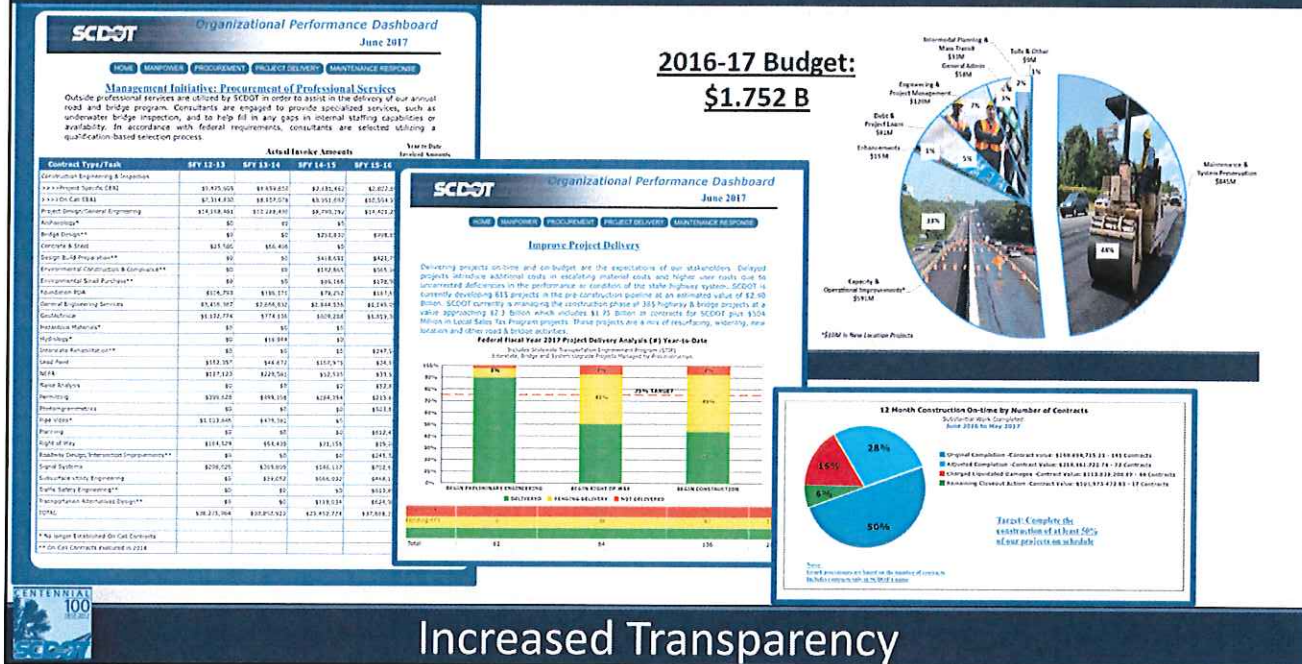
**Stay up-to-date**

On our webpage at [www.scdot.org](http://www.scdot.org), we have several ways for you to receive up to date information and be involved in projects.

We have recently launched the Project Viewer, which features an interactive map where you can go in to see what projects we are doing in your area. The picture on the right side is a screen shot of the map for the Columbia area. You can click on the individual projects and get up to date information as well as our project managers contact information.

You may also call 1-855-GO-SCDOT to be connected with an expert about a particular project or issue.

I also encourage you to follow us on facebook and twitter as we frequently post information there that may be of interest to you.



Secretary Hall is committed to making the DOT better. She officially took the helm at the beginning of 2016 and since then, she has increased our transparency by publishing on our webpage our audits, financial reports and dashboards reflecting the condition of the system and organizational performance. She has led the way in moving us to tying investment levels to achieving desired outcomes...and holding ourselves accountable.

We understand the need for SCDOT to earn and keep the trust of the public.

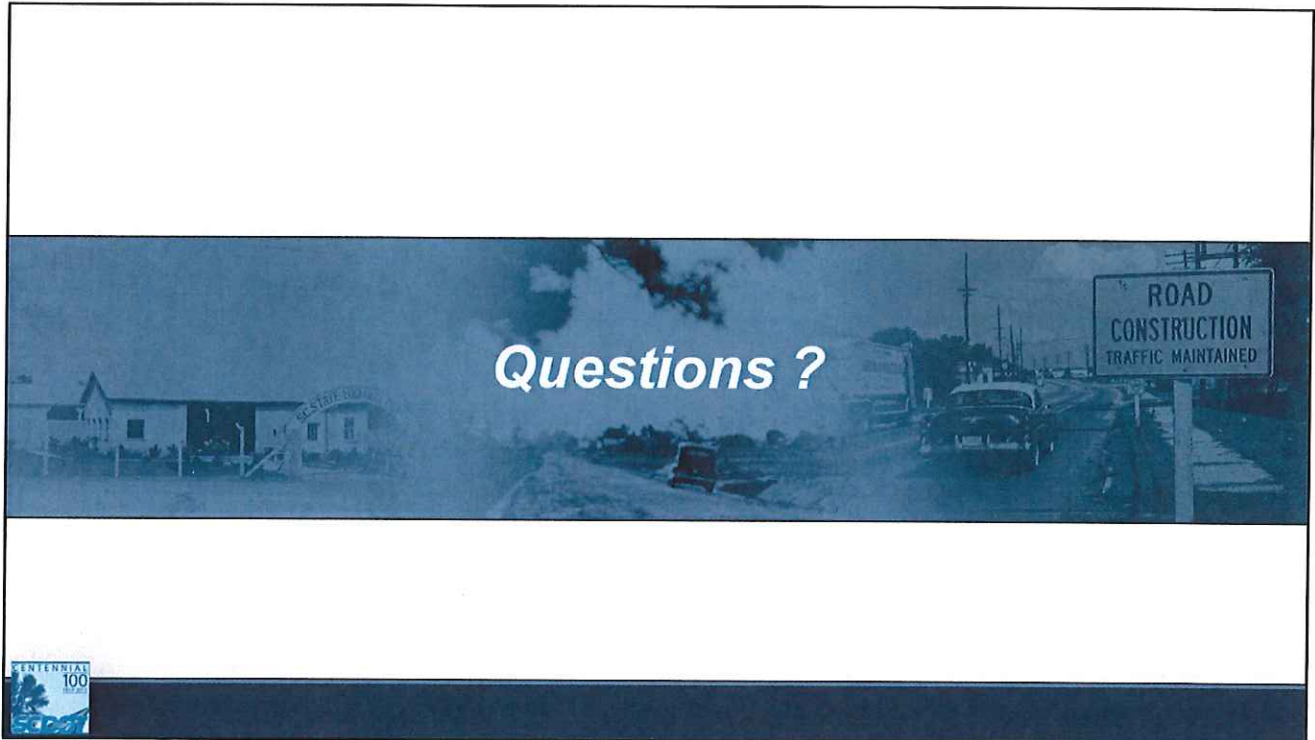
The Secretary has leaned forward in adopting the recommendations of the largest Legislative Audit ever conducted by the Legislative Audit Council.

Over the past 14 months, SCDOT has implemented over 80% of the changes recommended in this 349 page report.

We have also hired a National consultant to come in to help us improve our efficiency. They should finalize their work soon and the Secretary is expected to use this report as another tool to help us on our journey.

Finally, the reform measures passed with the 2017 Roads Bill will be instrumental in ensuring that politics and undue influence are removed from the daily operations of the agency, the prioritization of projects and the awarding of DOT contracts.





I thank you for your attention and the invitation to speak to your group today. I have with me today a pamphlet that captures the take-aways from my presentation today.

I hope that this has been helpful to you and provides good information on what our plan is for the new funding and what to expect over the next 10 years.

I will be glad to take a few questions.....who has the first question?

If no questions:

One of the things that I am often asked about is "I hear that President Trump has placed a high priority on infrastructure. What should we expect with the President's infrastructure plan?"

It's too early to say exactly what to expect with a renewed effort at the federal level to invest in our transportation systems. Most of the debate right now seems to be centered around streamlining the overly complicated processes for project permitting and finding ways to encourage private investment in infrastructure. The President is pushing hard on both fronts. We will have to wait to see what develops over the next several months on this front.

Another question I often get is: "Are yall going to toll I-95?"

Toll roads are not very popular in SC. We currently have 2 in our state. One is at Hilton Head which is operated by SCDOT, and this toll road is currently barely paying for itself. The other toll road is in Greenville and is operated by a private investment group....it is struggling financially.

While we have been asked to study the possibility of tolling I-95 by the General Assembly, we are skeptical of the ability of toll roads to provide a high return on investment in our state.